

The Hongkong Telegraph.

TUESDAY, JUNE 17, 1890.

No. 2564.

SIX DOLLARS
PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1. THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 1; SATURDAYS, 10 to 1. 2. SUMS LESS THAN \$1, OR MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year. 3. DEPOSITS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent per annum interest. 4. INTEREST at the rate of 3 1/2% per annum will be paid to Depositors on their daily balances. 5. EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January, and beginning of July. 6. CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China. 7. WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.

T. JACKSON,
Chief Manager.

Hongkong, 13th May, 1890. [9]

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL \$2,000,000.
PAID-UP CAPITAL \$180,000.

LONDON :
Head Office, 40, Threadneedle Street,
West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS :

Fixed for 12 months, 5 per cent. per annum.
" 6 " 4 " "
" 3 " 3 " "

ON CURRENT DEPOSIT ACCOUNTS
2 per cent. per annum on the Daily Balance.

GEO. W. F. PLAYFAIR,
Manager. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000.
RESERVE FUND 4,600,000.
RESERVE LIABILITY OF } \$7,500,000.
PROPRIETORS }

COURT OF DIRECTORS :—
CHAIRMAN—H. L. DALRYMPLE, Esq.
DEPUTY CHAIRMAN—J. S. MOSES, Esq.
T. E. DAVIES, Esq. S. C. MICHAELSEN, Esq.
W. H. FORBES, Esq. Hon. A. P. MCEWEN.
H. HOPPIUS, Esq. L. POSENCKER, Esq.
Hon. J. J. KESWICK. D. R. SASSON, Esq.
A. McCONACHIE, Esq.

CHIEF MANAGER,
HONGKONG—T. JACKSON, Esq.
MANAGER,
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND
COUNTRY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT AT
the rate of 2 per cent. per annum on the
daily balance.

ON FIXED DEPOSITS :—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities,
and every description of BANKING and
EXCHANGE business transacted.

DRAFFTS granted on London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 13th May, 1890. [8]

Notices of Firms.

NOTICE.

MESSRS. ARNOLD, KARBERG & Co. have been appointed SOLE AGENTS at Hongkong for the Société Française des Houillères de Tourane.

By Order of the Board of Directors,

L. SUIDTER,
Secretary.

Hongkong, 16th June, 1890. [915]

NOTICE.

I HAVE established myself as MERCHANT and COMMISSION AGENT at Foochow, under the style and firm of F. C. KEEKA & Co., Foochow.

F. C. KEEKA.

Foochow, 6th June, 1890. [901]

SOCIETE FRANCAISE DES HOUILLERES DE TOURANE.

SHAREHOLDERS are hereby informed that the SECOND CALL of \$31.25 per Share will be payable on or before the 15th August, 1890, at the Hongkong and Shanghai Banking Corporation.

By Orders of the Directors,

L. SUIDTER,
Secretary.

Haiphong, 12th June, 1890. [916]

Auctions.

PUBLIC AUCTION

HOUSEHOLD FURNITURE, PIANO, &c.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY,

the 19th June, 1890, at 2.30 P.M. sharp, at

No. 2, Blue Bellings, First Floor, the residence of Mrs. LEATHERBROWNE.

THE WHOLE OF HER HOUSEHOLD FURNITURE,

comprising :—

CRETONNE COVERED DRAWING ROOM SUITE, MARBLE-TOP CHEF-FOONIER, WRITING DESKS, BOOK CASE, SMALL COTTAGE PIANO, by R. BORD, BLACK and GOLD PICTURES, WHATNOTS, CROCKERY, GLASS and PLATED WARE, CUTLERY, KNIFE CLEANER, IRON BEDSTEAD with SPRING MATTRESS, &c., MARBLE-TOP WASHING STANDS, and MARBLE-TOP DRESSING TABLE, Double WARDROBES, with GLASS DOORS, CHEST of DRAWERS, TIN BATHS, PATENT ICE CHEST, FERNS, &c., &c.

Catalogues will be issued prior to Sale.

TERMS OF SALE.

As customary.

G. R. LAMMERT;

Auctioneer.

Hongkong, 13th June, 1890. [903]

Intimations.

LANE, CRAWFORD & CO.

HAVE JUST LANDED A NEW LOT OF

GROCERIES, PROVISIONS AND SUMMER DELICACIES.

English-Cured Bacon and York Hams.

English and American Cheese.

Gorgonzola and Roquefort Cheese.

Huntley and Palmer's Biscuits and Plumcakes.

Van Houten's Cocoa, De Jongh's Cocoa.

Paysander Tongues.

Also,

Stover's Lime Juice Cordial and Syrup.

Cherry Brandy, Cherry Cordial, Ginger Wine.

Napier Johnstone's Whisky, square bottles.

Cutter Palmer's "Pall Mall" Whisky & Invalid Port.

Chambord, Haut Sauterne, Chateau Larose,

Margaux, Medoc.

LANE, CRAWFORD & Co.'s special blend

Teacher's Highland Cream and our usual

stock of Wines, Spirits, Beer, &c.

Regular supplies of the Japan Brewery Co.'s

Light Beer.

LANE, CRAWFORD & CO.

Hongkong, 29th May, 1890. [23]

KELLY & WALSH, LTD.

CIGARETTES, CIGARS AND TOBACCO.

ALL IN SPLENDID CONDITION AND FIT FOR IMMEDIATE SMOKING.
CIGARETTES.

Sweet Capparis.

Kinney's Straight Cuts.

Full Dress Straight Cuts.

Richmond Straight Cuts.

Virginia Brights.

Little Beauties.

TOBACCO.

Richmond Gem, Curly Cut,

" Mixture.

Dixie Chop Cut.

Old Rip.

Richmond Birds Eye.

Will's Three Castles.

Will's Bristol Birds Eye.

Happy Thought.

Dollar Grand.

Star Mixture.

Golden Eagle.

Ram.

CIGARS.

Londres, Club Londres, Regalia de la Reina, Little Devils, Conchas, Nuevo Habano Nos. 1, 2

and 3, Cometas, Largos Especiales.

Hongkong, 14th June 1890. [7]

KELLY & WALSH, LIMITED,

QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 14th June 1890. [463]

MARINE HOTEL

HONGKONG.

HE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that he will OPEN THE MARINE HOTEL, or about the 1st May.

THIS FIRST-CLASS HOTEL is situated on the Praya, West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well Ventilated and well Furnished, and are suitable for Single or Married Persons.

The DINING ROOM is large and looks on the Harbour.

The TABLE D'HÔTE will be supplied with the best the market can provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and will be fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINE and LIQUORS of the best qualities and Brands only will be supplied.

The Undersigned therefore begs the patronage of the Public, "hoping to give every satisfaction."

JAS. EDWARDS, Proprietor.

Hongkong, 21st March, 1890. [463]

W. POWELL & CO.

GENTLEMEN'S OUTFITTING DEPARTMENT.

NEW GOODS.

Gent's Gauze Vests and Drawers.

Barbigray Vests and Drawers.

Spun Silk Vests and Drawers.

Silk Vests and Drawers.

Natural Wool Vests and Drawers.

Summer Cashmere Vests and Drawers.

Sanitary Wool Hosiery.

Light Thread Socks.

Cotton Socks.

Wool and Cashmere Socks.

Gent's Silk and Spun Silk Socks.

Bathing Drawers and Bathing Costumes.

Bath Blankets and Towels.

New Shoes in Collars.

Shirt Fronts with Collars attached.

New Silk, Cotton and Washing Scarfs & Ties.

Boots and Shoes.

Felt, Straw and Pith-Hats.

Cotton and Wool Pyjamas.

Shirts, Dressing Gowns, &c., &c.

Contents in Annual

Boundary Measurements

Locality.

No. of Registry

No. of Sale.

No. of Particulars of the Lot.

New Street, Salvington, I-land, No. 1139

Intimations.

DAKIN BROS. OF CHINA,
L I M I T E D,
C H E M I S T S.

AERATED WATERS.
Our Plant comprises the latest improvements, and is one of the most complete and efficient ever shipped from England.

The Purity of the water is certified by analysis. The construction of the machinery and system of manufacture in the factory ensures cleanliness and absence of all contamination in the finished waters.

The quality of the Soft Water is equal to that of the best English makers.

The Flavour of the striped waters is equal to any produced in England or abroad.

DAKIN'S AERATED
SARSAPARILLA.

Our make of this popular beverage is not merely a flavoured water, but is prepared with an extract of Sarsaparilla root manufactured in our own laboratory.

Price, 50 cents per dozen.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.
Hongkong, 14th June, 1890. [52]

WINES AND SPIRITS.



BY APPOINTMENT.

A. S. WATSON & CO., LTD
(ESTABLISHED A.D. 1841.)
HONGKONG.

We invite attention to the following old landed Brandy, all of which are of excellent quality and good value for the money.

The same, being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

Orders through Local Post or by Telegram receive prompt attention.

PORTS. (For Invalids and general use.)

	Per dozen Cases.	Per Bot.
A Altol Douro, good quality, Green Capsule	\$10	\$1.00
B Vintage, Superior quality, Red Capsules	12	1.10
C Fine Old, Vintage, superior quality, Black Seal Capsule	14	1.25
D Very Fine Old, Vintage, extra superior, Violet Capsule (Old Bottled)	18	1.50

	Per Case.	Per Case.	Per Quart.
A Delicate Pale Dry, dinner wine, Green Capsule	6	0.60	
B Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75	
C Manzanilla, Pale Natural Sherry, White Capsule	10	1.00	
CC Superior Old Dry, Pale Natural Sherry, Red Seal Capsule	10	1.00	
D Very Superior Old Pale Dry, choice old Wine, White Seal Capsule	14	1.50	
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled)	14	1.50	

	Per Case.	Per Case.	Per Quart.
A Superior Breakfast Claret, Red Capsule	4	\$4.50	
B St. Estephe, Red Capsule	4.50	5.00	
C St. Julien	7	7.50	
D La Rose	11	12.00	

	Per Case.	Per Case.	Per Quart.
A Hennessy's Old Pale, Red Capsule	12	\$1.10	
B Superior Very Old Cognac, Red Capsule	14	1.25	
C Very Old Liqueur Cognac Red Capsule	18	1.50	
D Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule	24	2.00	

	Per Case.	Per Case.	Per Quart.
A Thorne's Blend, White Capsule	8	0.75	
B Watson's Glenorchy Mellow Blend, Blue Capsule with Name and Trade Mark	8	0.75	
C Watson's Abelour-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75	
D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00	

	Per Case.	Per Case.	Per Quart.
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10	
F Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	14	1.10	
G RUM.			
A Finest Old Jamaica, Violet Capsule	12	1.00	
B Good Leeward Island	\$1.50	per Gallon.	

	Per Case.	Per Case.	Per Quart.
A Benedictine Maraschino Curacao Herring's Cherry Cordial Chartreuse Dr. Siegert's Angostura Bitters, &c.	5	0.40	
B Fine Old Tom, White Capsule	4.50	0.40	
B Fine Unsweetened, White Capsule	4.50	0.40	
C Fine A. V. H. Geneva	5.25	0.50	

	Per Case.	Per Case.	Per Quart.
A Finest Old Jamaica, Violet Capsule	12	1.00	
B Good Leeward Island	\$1.50	per Gallon.	
C GENUINE BOURBON WHISKY, fineold, Red Capsule, with Name.	10	1.00	
D GIN.			
A Fine Old Tom, White Capsule	4.50	0.40	
B Fine Unsweetened, White Capsule	4.50	0.40	
C Fine A. V. H. Geneva	5.25	0.50	
RUM.			
A Finest Old Jamaica, Violet Capsule	12	1.00	
B Good Leeward Island	\$1.50	per Gallon.	
LIQUEURS.			
Benedictine Maraschino Curacao Herring's Cherry Cordial Chartreuse Dr. Siegert's Angostura Bitters, &c.	5	0.40	

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertising, &c., be addressed to the "Managing Director, Hongkong, 14th June, 1890." To the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

While the columns of the *Anglo-Chinese Telegraph* will always be open for the discussion of correspondence of all questions of general public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for publication in that day's issue not later than Three o'clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertising. Terms can be learnt on application.

The *Hongkong Telegraph*'s number is the Telephone Central Exchange is No. 11.

BIRTH.

At Koolingsoo, (Amoy) on Saturday the 7th June, the wife of Dr. E. DE PEREIRA, of a daughter.

DEATHS.

On the 15th instant, at the Peak, THOMAS GORAN LAMONT, Foreman in charge Aberdeen Dock.

At Shanghai, on the 13th June, ALICE, the beloved wife of THOMAS BROWN.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 17, 1890.

THE JAPANESE AND THEIR FLATTERERS.

ALTHOUGH we have rarely had occasion to interfere seriously with the affairs of Japan, the necessity has sometimes arisen when outside, criticism was justified, as for instance in the notorious *Normanton* case, and in one or two other outrages on foreigners by this so-called civilised nation we have expressed our views plainly and vigorously. Japanese politics we have severely avoided, leaving the discussion, and elucidation of the mysterious, not to say incomprehensible, factors which compose the vaunted system of government directed from the official bureaux in Tokio, to the British journals published at the coast ports of Yokohama, Kobe and Nagasaki, the editors of which, it is to be presumed, being within the inner circle of current events, are far more competent to deal with such matters. And further, strange as it may seem to those outside the pale, the interest displayed in Japanese affairs by Hongkong residents, excepting in ordinary matters of shipping and other every-day business, is of the most luke-warm and apathetic description; the political future of the Land of the Rising Sun, its boasted constitutionalism, its progress in science and arts, the parliamentary form of government that is to be, its pinchbeck so-called nobility, the republican aspirations of the rising generation, its muzzled press—all these questions, of vital interest in Japan itself, are of less importance in Hongkong and South China than the report of the latest output from the coal-mines of Takashima or Miike. There is therefore but scanty encouragement for a writer on a Hongkong journal to take a hand in the continuous and frequently acrimonious discussions which fill the columns of our contemporaries. And yet the day may not be far distant when serious political complications between China and Japan—ever threatening—will render a thorough knowledge of Japan a very desirable thing for all persons interested in the future of the Far East.

However, our present intention is not to discuss the political situation in Japan; in fact, the foregoing observations were elicited by a letter in the *Japan Herald*, in which the writer very ably and forcibly attacks what has long been recognised as a pernicious obstruction to foreign progress in the country—the subsidised British press. Our readers are aware of the existence of a paper in Yokohama called the *Japan Mail*, the editor and proprietor of which is a gentleman of the name of BRINKLEY, who was at one time an officer in the British army. As Captain BRINKLEY has been good enough more than once to devote the efforts of his trenchant goose-quill to give publicity to this journal, and distinguished himself on one special occasion, by editorially glorifying Sir "Gush" Bowes, whom he described as a grand old English gentleman, as if that arch-humbug had been the Angel Gabriel, we need have no scruples in courteously returning the compliment. The *Japan Mail* is an admirably printed paper, and its Editor is a most accomplished essay writer, but the possible usefulness of the paper is completely dammed by the fact that it is, whether directly or indirectly does not matter, subsidised, that is to say hired, by the Japanese Government. And it is only fair to say that it represents and advocates the views of Japanese officialdom with a fidelity and consistency which is really touching and worthy of a better cause. This system of independent (?) journalism has one or two very serious defects; the financial support of the Japanese authorities can only be retained by pandering to the well-known vanity of their race, by flattering them and holding them up to the mirror of public opinion as great statesmen, orators, literateurs, poets, painters—equal in fact to any European nation; and this course, it is very easy to understand, must arouse, especially amongst the *jeunesse dorée* of the country, a most hostile and inimical feeling towards foreigners generally. How prejudicial this has proved to foreign interests in Japan during the past fifteen years, everyone acquainted with the march of events there knows right well, and that it is still working in the same direction is beyond doubt. And now the correspondent of the *Japan Herald* can take up the thread of our

discourse, and we think it will be generally admitted that a more pungent or plain-spoken criticism of a public man has rarely appeared in any newspaper in the Far East. How far the writer's structures and comments may be justified, residents behind the scenes in Japan will be better able to judge than outsiders, but as Captain BRINKLEY has never been particularly mealy-mouthed in dealing with men to whom he was opposed, and with measures affecting his self-interest, or to which he had conscientious objections, he can claim very little sympathy for the unmerciful drubbing meted out by the correspondent of the *Herald*.

"Now that there is a lull in the outrages upon foreigners," says the correspondent, "it perhaps will not be regarded as an altogether unprofitable task to investigate their cause.

"Those best acquainted with the Japanese character, know that under the guise of an affected humility, there lies concealed an immense reserve of overweening vanity, which led them to christen the country "Dai Nippon," and to entertain a general belief that if not the very greatest, they are, at all events, equal, in point of capacity and valour, to any other people on the face of the earth.

"It is this ingrained self-conceit that is worked upon as a profitable source of money-making by those foreigners who are not above abasing themselves to pander to this spirit. Foremost amongst the renegades who have retained a bad eminence in this respect, and who has secured more pecuniary profit than any one else, I need only mention the editor of the *Japan Mail*. To this statement neither he nor any one else will be likely to dissent, and certainly not without violating the truth. That he should have succeeded in the personal object he has always in view, is the least part of the evil, but what of infinitely more consequence is that by working on the Japanese weakness, he has succeeded in evoking in the susceptible minds of the younger generation, especially prone to excitement, a very inimical feeling towards foreigners, which crops up in acts of insolence or violence, as the case may be, in ways not readily beforehand to be calculated on. This journalist, in addition, assures the Japanese by interested doses of artful flattery that they are in possession of claims to be regarded as amongst the bravest, the most ingenious, the most able, the most artistic, of any people that ever existed;—that they are capable of anything and of everything which should make a nation proud, and yet, all this notwithstanding, that foreigners and their governments insolently deny them the exercise of those national rights which it behoves every independent nation to claim and assert. It is of course, no part of this writer's business, who is perpetually hounding these imperfectly informed people to unreason, that, as soon as they are in position to satisfactorily discharge the obligations of an independent state, no Government will deny them the exercise of judicial functions over such aliens as may be, either now or hereafter, within the pur

SUPREME COURT.
IN APPELLATE JURISDICTION.
(Before the Full Court.)

THE ROUNDABOUT AT THE SWITCHBACKERIES.
The case of *Tai Sing v. Hau Ping*, decided by Mr. Justice Wise in favor of the plaintiff on the 12th ult., was re-heard, on the petition of the defendant, Mr. A. J. Leach, (instructed by Mr. Wilkinson) appeared for the plaintiff, and Mr. Francis, Q.C., (instructed by Mr. Bowles) defended.

After numerous witnesses had been examined their lordships reduced the amount for which judgment had been given for plaintiff in the lower Court—\$631 to \$200, with costs. In the counterclaim they found for *Tai Sing*, with costs. The costs of the re-hearing were equally divided.

THE FATAL COLLISION WITH A JUNK.

At the Magistracy this morning Mr. Wedderburn continued an inquiry into the circumstances connected with the death of a child found on the 3rd instant in the cabin of a junk which was run down by the British steamship *Nanyong*, near Man Soo, about 30 miles from Hongkong, on the 1st instant.

Mr. Mossop, of Messrs. Dennis and Mossop, watched the proceedings on behalf of the captain of the *Nanyong*, who returned from Saigon yesterday.

The master of the damaged junk stated that at about 4 p.m., on the 1st, he was in his junk, fishing off Man Soo, close to Hongkong. He was himself steering the junk in an easterly direction. The junk was attached to another for the purpose of dragging a net. Owing to the light wind prevailing at the time their progress was slow. He suddenly observed a steamer coming from the direction of Hongkong, and apparently going on a South-westerly course, which she presently altered to South. She ran into his junk, cutting it in halves. The steamer stopped, picked him up out of the water and took him to Annan (Saigon) whence he returned yesterday by the same steamer. The *Nanyong* was to blame in the water because if she had not changed her course to South there would have been no collision. There were only two other junks fishing in the same waters at the time of the collision and they were several miles distant. Had there been a large number of junks fishing in the vicinity, the case would have been different.

William John Woodbridge, captain of the steamship *Nanyong*, stated that his vessel was trading between Hongkong, Saigon, and Penang. On the 1st instant he left Hongkong at noon for Saigon. When he got as far as the Gap Rock at three o'clock in the afternoon his ship was hoisting S. W. by S. & S. At that hour, he set the course S. W. by S. & S., and gave over charge to the chief officer, himself retiring to the chart-room to rest. The first thing he knew of danger was noise caused by Chinese shouting. As soon as he heard the noise he ran on deck and observed a junk under the bow of his steamer. He rushed to the telegraph and ordered the engine to be reversed. His ship must have been going at full speed, about 10 knots per hour, at the time he came on deck. The junk appeared to be lying across his bows, and under sail. She was probably heading south-east; but in the hurry of the moment he did not take special observations. The junk's port side was towards his steamer. When he gave the order for the reversal of the engine he simultaneously ordered the steersman to put the helm hard a-port; but it was too late to avert the collision, and his ship went right into the junk and cut her nearly in halves. As far as he could see there were eight or ten people on board the injured vessel. He stopped his ship, and lowered a boat with the second officer and Chinese crew, to render every possible assistance. The Chinese in the junk would not allow the boat to draw up close alongside. At the time of the collision the weather was very fine and clear, and the sea smooth. The chief officer handed over charge to the second mate at 4 o'clock.

John William Hassall, the second officer, stated that he took over charge from the chief officer. The course given him was S.W. by S. At that time the ship was about 30 miles outside Hongkong. She was in the open sea, with land on the starboard quarter only. He had been in charge about 20 minutes when he saw one junk right ahead and another about a point on the starboard bow. He was quite a stranger in the Far East, and unacquainted with Chinese junks; in fact he did not know the bow from the stern of such vessels. He ordered the helm to be starboarded for the purpose of passing, as he thought, under her stern. Instead of that it really caused the steamer to run into the junk's course. The junk at the same time unfortunately starboarded also, which brought it at right angles to the steamer. The *Nanyong* was going full speed at the time. When he gave the first order his ship was about a mile and a half off the junk, and he had yet to within half a mile of her before he could distinguish what appeared to him to be her stern. Had he known the difference between the bow and the stern there would have been no difficulty at all in avoiding a collision. The Chinese crew in the boat with him that went to the rescue gave him to understand that all the occupants were safe and taken on board the other junk. He could have boarded the junk quite easily, but fully believed his sailors, especially as he saw the occupants of the damaged junk were rescuing their personal effects. He knew nothing about the child which was found in the shattered junk, until his arrival here yesterday. Witness could not state positively that it would have been possible to save the child had he boarded the stern, or cabin, part of the junk just after the collision. The steamer struck the junk right amidships, and stood by her for at least twelve minutes.

The master of the junk, recalled, stated that the steamer stood by his vessel for five minutes.

His Worship said that it was not within his province to attach blame to either party. All that was called upon to do was to decide the cause of death, which was, in his opinion, in consequence of the collision, which was accidental.

THE EXTENSIVE SEIZURE OF OPIUM.

The five men charged with being in unlawful possession of nearly 200 balls of opium, who were remanded by Mr. Robinson last Friday, were again before him this afternoon. Mr. Johnson (Crown Solicitor) appeared for the prosecution, and Mr. Mossop defended.

A clerk employed in the Imports and Exports' office was called and produced all the permits issued for use on the 11th instant. It was possible that permits might have been issued for the export of the opium in question prior to that date. He was, however, positive that the permits now handed in covered all the opium for which export permits, up to the 11th instant, had been granted.

His Worship said that he had evidence before him showing that no application for export permit had been made to the proper authorities. He also had some evidence to show that the opium in question was exported, and it therefore became necessary for Mr. Mossop, on behalf of the defendants, to prove that that was not so—that there had neither been failure to apply for a permit nor an attempt at illegal exportation.

Mr. Mossop asked his Worship to point out to him the clause in the Ordinance which threw the onus on him. He contended that it was for the prosecution to prove.

His Worship, after looking over the Ordinance for some time, said that he must admit the argument raised by Mr. Mossop, that as the opium was in balls, packed in bags, and not in chests, it did not come within the ruling of the ordinance. He had been given to understand that a case of the kind was decided at the Supreme Court some little time ago wherein it was held that opium in balls could not be considered as coming within the meaning of the words "Chest or chests of opium." The case for the prosecution on the 11th instant, that of unlawful exportation, therefore fell to the ground.

Mr. Johnson contended that the words of the ordinance "chest of opium" meant a measure of quantity, and not an actual box or chest in the strict sense of the word.

His Worship, however, was of opinion that the case fell to the ground, owing to the fact that the opium was not in chests.

Mr. Johnson then asked his Worship to set down a day for the hearing of the case upon the second count, that of leaving anchorage without a light after 7 o'clock at night, thereby committing a breach of the harbour regulations; and added that as it was not necessary to retain more than the master of the boat and one of the boatmen, the second third a fourth defendants could, he thought, be discharged.

His Worship stated that the case would come on again next Friday. Three of defendants would be released, and bail in two sureties of \$150 each would be required for the master of the boat and the fifth defendant. He could make no order respecting the disposal of the opium until after the case, based upon the second charge, had been decided before two magistrates.

FOOCHOW.

7th May, 1890.

The natives, we hear, are suffering very much with influenza, and the whole country is said to be infected with the malady.

Owing to the scarcity of rice which prevailed during the last two months, the Government had ordered its large stock for sale at very low prices, and the dealers consequently have also to lower their prices, which are now considerably cheaper than a week ago.

The heavy rain we have had during the early part of the week has caused the river to rise so much as to cover some of the lower range of streets leading from the Customs bund, and many rice-fields, with their young plants, were flooded; however, we are glad to see that, with the cessation of rain since Wednesday, the water in the river has fallen.

From the list of arrivals, stocks and settlements of tea, it will be observed that arrivals are not yet completed, as many qualities have not yet arrived. From what we learn, the natives do not intend to bring all their tea down unless the demand is good, as they hope in case no remunerative offers are made, to save the heavy *lukum*, and other taxes which they have to pay as soon as tea are moved down. The step is undoubtedly a wise one, but we fear the want of sufficient funds is the main cause of it.

His Excellency the Viceroy returned from his visit to the Arsenal on Wednesday. As he is in charge of that establishment, and will have no doubt to pay a visit frequently, it will, we presume, be far cheaper if the Government pays a Commissioner for the Arsenal, as we fear the cost for transporting His Excellency to and from the Arsenal, the steersman to put the helm hard a-port; but it was too late to avert the collision, and his ship went right into the junk and cut her nearly in halves. As far as he could see there were eight or ten people on board the injured vessel.

He stopped his ship, and lowered a boat with the second officer and Chinese crew, to render every possible assistance. The Chinese in the junk would not allow the boat to draw up close alongside. At the time of the collision the weather was very fine and clear, and the sea smooth. The chief officer handed over charge to the second mate at 4 o'clock.

John William Hassall, the second officer, stated that he took over charge from the chief officer.

The course given him was S.W. by S. At that time the ship was about 30 miles outside Hongkong.

She was in the open sea, with land on the starboard quarter only. He had been in charge about 20 minutes when he saw one junk right ahead and another about a point on the starboard bow. He was quite a stranger in the Far East, and unacquainted with Chinese junks; in fact he did not know the bow from the stern of such vessels.

He ordered the helm to be starboarded for the purpose of passing, as he thought, under her stern. Instead of that it really caused the steamer to run into the junk's course. The junk at the same time unfortunately starboarded also, which brought it at right angles to the steamer. The *Nanyong* was going full speed at the time.

When he gave the first order his ship was about a mile and a half off the junk, and he had yet to within half a mile of her before he could distinguish what appeared to him to be her stern.

Had he known the difference between the bow and the stern there would have been no difficulty at all in avoiding a collision. The Chinese crew in the boat with him that went to the rescue gave him to understand that all the occupants were safe and taken on board the other junk.

He knew nothing about the child which was found in the shattered junk, until his arrival here yesterday. Witness could not state positively that it would have been possible to save the child had he boarded the stern, or cabin, part of the junk just after the collision. The steamer struck the junk right amidships, and stood by her for at least twelve minutes.

The master of the junk, recalled, stated that the steamer stood by his vessel for five minutes.

His Worship said that it was not within his province to attach blame to either party. All that was called upon to do was to decide the cause of death, which was, in his opinion, in consequence of the collision, which was accidental.

FORMOSA.

(FROM OUR OWN CORRESPONDENT.)

KELUNG, June 8th, 1890.

There are one or two things of general interest to tell you this time. A syndicate has got the monopoly to export camphor from Formosa for three years. Mr. Butler, who has gone home on leave, will be the manager, and an amount of money has been deposited to secure the royalty for the exported camphor to H.E. the Governor.

Another syndicate, principally consisting of the compatriotes of Messrs. Russell & Co., Jardine, Matheson & Co., and Boyd & Co., has now got the running of the Government coal mines. When they really will take charge, and for how long a time, I am unable to state exactly.

I believe that a very well-known gentleman from Amoy is the moving power in this, and we are very pleased to hear that we now can expect some real work done.

It is about time to get a start of some sort made, as we have hardly had a ship here since China New Year. Dr. Merv, the newly appointed German Consul for Formosa, will come up from Amoy (Taipingfu) during this month to see his Excellency the Governor and visit the settlements in North Formosa. *Mercury.*

CHINKIANG.

(FROM OUR OWN CORRESPONDENT.)

6th June, 1890.

The Yangtze in the neighbourhood of the Golden Island is fast silting up. I was very much struck with this fact a few days ago, when the boat in which a number of us were sailing got around about a hundred yards from the southern shore. North of the river the bank is being rapidly worn away by the scour of the current. It is said that part of the British fleet passed between the Island and the hills in 1842, on the way to Nanking. A village about half a mile from the river is called "Rat Anchorage." These facts combine to show that the river for years past has been disinfested with its bed near the hills, and is eating up a part of Yangtze Fu as a preparation for another more suited to its taste. The serene Chinaman has quietly taken possession of what was once the river bottom, and houses have sprung up like mushrooms over the land thus cast up. Mrs. Parlington once tried to sweep back the Atlantic ocean, and one can fancy that the indefatigable John has literally pushed away the Yangtze-kiang! Silver Island is a misnomer. It derives the name from a hill on which the British Consulate is built. When foreigners first came to Chinkiang, the careless individual who did the naming, got the two mixed in his mind, and by his mistake, for ever fixed the argentine term. This beautiful spot will always be called "Silver Island" by foreigners, but it has from time immemorial been known to the Chinese as *Chao Shan*, and a dim tradition says that long, long ago, a certain Mr. Chiao

the Immortal, having and gradients are moderate for south winds. *Chinkiang* has dry weather prevail, with light showers in some places.

—Barometer reduced to level of the sea in inches, tenths and hundredths. —Temperature in the shade in degrees, Fahrenheit. —Humidity in percentage of saturation. —Wind force in Beaufort scale. —Wind direction in points. —Force of the wind according to Beaufort scale. —State of the weather, & blue sky, & detached clouds, & drizzling rain, & fog, & gloomy, & Hall, & lightning, & thunder, & visibility, & dew, & wind. —Rain in inches, tenths and hundredths.

The thermometer, barometer and gradients are for south winds. —Temperature in the shade in degrees, Fahrenheit. —Humidity in percentage of saturation. —Wind force in Beaufort scale. —Wind direction in points. —Force of the wind according to Beaufort scale. —State of the weather, & blue sky, & detached clouds, & drizzling rain, & fog, & gloomy, & Hall, & lightning, & thunder, & visibility, & dew, & wind. —Rain in inches, tenths and hundredths.

The thermometer, barometer and gradients are for south winds. —Temperature in the shade in degrees, Fahrenheit. —Humidity in percentage of saturation. —Wind force in Beaufort scale. —Wind direction in points. —Force of the wind according to Beaufort scale. —State of the weather, & blue sky, & detached clouds, & drizzling rain, & fog, & gloomy, & Hall, & lightning, & thunder, & visibility, & dew, & wind. —Rain in inches, tenths and hundredths.

The thermometer, barometer and gradients are for south winds. —Temperature in the shade in degrees, Fahrenheit. —Humidity in percentage of saturation. —Wind force in Beaufort scale. —Wind direction in points. —Force of the wind according to Beaufort scale. —State of the weather, & blue sky, & detached clouds, & drizzling rain, & fog, & gloomy, & Hall, & lightning, & thunder, & visibility, & dew, & wind. —Rain in inches, tenths and hundredths.

The thermometer, barometer and gradients are for south winds. —Temperature in the shade in degrees, Fahrenheit. —Humidity in percentage of saturation. —Wind force in Beaufort scale. —Wind direction in points. —Force of the wind according to Beaufort scale. —State of the weather, & blue sky, & detached clouds, & drizzling rain, & fog, & gloomy, & Hall, & lightning, & thunder, & visibility, & dew, & wind. —Rain in inches, tenths and hundredths.

The thermometer, barometer and gradients are for south winds. —Temperature in the shade in degrees, Fahrenheit. —Humidity in percentage of saturation. —Wind force in Beaufort scale. —Wind direction in points. —Force of the wind according to Beaufort scale. —State of the weather, & blue sky, & detached clouds, & drizzling rain, & fog, & gloomy, & Hall, & lightning, & thunder, & visibility, & dew, & wind. —Rain in inches, tenths and hundredths.

The thermometer, barometer and gradients are for south winds. —Temperature in the shade in degrees, Fahrenheit. —Humidity in percentage of saturation. —Wind force in Beaufort scale. —Wind direction in points. —Force of the wind according to Beaufort scale. —State of the weather, & blue sky, & detached clouds, & drizzling rain, & fog, & gloomy, & Hall, & lightning, & thunder, & visibility, & dew, & wind. —Rain in inches, tenths and hundredths.

The thermometer, barometer and gradients are for south winds. —Temperature in the shade in degrees, Fahrenheit. —Humidity in percentage of saturation. —Wind force in Beaufort scale. —Wind direction in points. —Force of the wind according to Beaufort scale. —State of the weather, & blue sky, & detached clouds, & drizzling rain, & fog, & gloomy, & Hall, & lightning, & thunder, & visibility, & dew, & wind. —Rain in inches, tenths and hundredths.

The thermometer, barometer and gradients are for south winds. —Temperature in the shade in degrees, Fahrenheit. —Humidity in percentage of saturation. —Wind force in Beaufort scale. —Wind direction in points. —Force of the wind according to Beaufort scale. —State of the weather, & blue sky, & detached clouds, & drizzling rain, & fog, & gloomy, & Hall, & lightning, & thunder, & visibility, & dew, & wind. —Rain in inches, tenths and hundredths.

The thermometer, barometer and gradients are for south winds. —Temperature in the shade in degrees, Fahrenheit. —Humidity in percentage of saturation. —Wind force in Beaufort scale. —Wind direction in points. —Force of the wind according to Beaufort scale. —State of the weather, & blue sky, & detached clouds, & drizzling rain, & fog, & gloomy, & Hall, & lightning, & thunder, & visibility, & dew, & wind. —Rain in inches, tenths and hundredths.

The thermometer, barometer and gradients are for south winds. —Temperature in the shade in degrees, Fahrenheit. —Humidity in percentage of saturation. —Wind force in Beaufort scale. —Wind direction in points. —Force of the wind according to Beaufort scale. —State of the weather, & blue sky, & detached clouds, & drizzling rain, & fog, & gloomy, & Hall, & lightning, & thunder, & visibility, & dew, & wind. —Rain in inches, tenths and hundredths.

The thermometer, barometer and gradients are for south winds. —Temperature in the shade in degrees, Fahrenheit. —Humidity in percentage of saturation. —Wind force in Beaufort scale. —Wind direction in points. —Force of the wind according to Beaufort scale. —State of the weather, & blue sky, & detached clouds, & drizzling rain, & fog, & gloomy, & Hall, & lightning, & thunder, & visibility, & dew, & wind. —Rain in inches, tenths and hundredths.

The thermometer, barometer and gradients are for south winds. —Temperature in the shade in degrees, Fahrenheit. —Humidity in percentage of saturation. —Wind force in Beaufort scale. —Wind direction in points. —Force of the wind according to Beaufort scale. —State of the weather, & blue sky, & detached clouds, & drizzling rain, & fog, & gloomy, & Hall, & lightning, & thunder, & visibility, & dew, & wind. —Rain in inches, tenths and hundredths.

The thermometer, barometer and gradients are for south winds. —Temperature in the shade in degrees, Fahrenheit. —Humidity in percentage of saturation. —Wind force in Beaufort scale. —Wind direction in points. —Force of the wind according to Beaufort scale. —State of the weather, & blue sky, & detached clouds, & drizzling rain, & fog, & gloomy, & Hall, & lightning, & thunder, & visibility, & dew, & wind. —Rain in inches, tenths and hundredths.

The thermometer, barometer and gradients are for south winds. —Temperature in the shade in degrees, Fahrenheit. —Humidity in percentage of saturation. —Wind force in Beaufort scale. —Wind direction in points. —

Commercial.

CLOSING QUOTATIONS.
Hongkong and Shanghai Bank—100 per cent. premium, buyers.
Union Insurance Society of Canton—198 per share, sellers.
China Traders' Insurance Company—870 per share, buyers.
North China Insurance—Tls. 140 per share, sellers.
Canton Insurance Company, Limited—\$125 per share, sellers.
Yangtze Insurance Association—Tls. 84 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$357 per share, buyers.
China Fire Insurance Company—\$84 per share, sellers.
Hongkong and Whampoa Dock Company—\$52 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$363 per share, sellers.
China and Manila Steam Ship Company—103 per share, buyers.
Hongkong Gas Company—\$135 per share, sellers.
Hongkong Hotel Company—\$180 per share, sellers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$50.
Indo-China Steam Navigation Company—Limited—22 per cent. dis., buyers.
Douglas Steamship Company—\$53 per share, sellers and buyers.
China Sugar Refining Company, Limited—\$169 per share, sellers.
Liuon Sugar Refining Company, Limited—\$76 per share, buyers.
Hongkong Ice Company—\$95 per share, sellers.
Hongkong and China Bakers Company, Limited—\$50 per share.
Hongkong Dairv Farm Co., Limited—\$10 per share, sellers.
A. S. Wat on & Co., Limited—\$21 per share, buyers.
Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company—Limited—\$110 per share, sellers.
The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
Punjab and Sambat Dua Samantan Mining Co.—\$183 per share, sellers.
The Balneario Gold Mining Co., Limited—\$134 per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—\$79 per share, sellers.
Tongkin Coal Mining Co.—\$325 per share, sellers and buyers.
The Hongkong High-Level Tramway Co., Limited—par, buyers.
The East Borneo Planting Co., Limited—\$20 per share, sellers.
H. G. Brown & Co., Ltd.—\$45 per share, sellers.
The Simeul Royal Planting Co., Ltd.—\$20 per share, sellers.
Cruckshank & Co., Ltd.—\$40 per share, nominal.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ltd.—\$50 c. e. cent. dis., sellers.
The Chipa-Borneo Co., Ltd.—\$17 per share, buyers.
The Davel Bay Trading Co., Ltd.—\$8 per share, nominal.
The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.
The Green Island Cement Co. (Old Issue)—\$30 per share, sellers.
The Hongkong Land Investment Co., Ltd.—\$89 per share, buyers.
The Hongkong Electric Light Co., Ltd.—\$53 per share, sellers.
Geo. Fenwick & Co., Limited—\$22 per share, sellers.
The West Point Buildings Co., Ltd.—\$37 per share, sellers.
The Peak Hotel and Trading Co., Ltd.—\$15 per share, sellers.
The Labuk Planting Co., Ltd.—\$17 per share, nominal.
The Laming Planting Co., Ltd.—\$15 per share, sellers.
The Jelbu Mining and Trading Co., Ltd.—\$41 per share, sellers.
The Shamae Tin Mining Co., Ltd.—\$3 per share, sellers.
The Shamae Hotel Co., Ltd.—\$5 per share, nominal.
The Kowloon Land Investment Co., Ltd.—\$18 per share, sellers.
The Trust and Loan Co. of China and Japan—\$124 per share, buyers.
The Hongkong Marina, Limited—par, nominal.

Shipping.

ARRIVALS.

SELLEROPHON, British steamer, 1,400, Wm. E. Guthrie, 17th June.—Liverpool, via Singapo-
re 11th June, General—Butterfield & Swire.
YUNGHUNG, Chinese steamer, 760, Ballard, 17th June.—Shanghai 13th June, General—
C. M. S. N. Co.
IRAOUDIY, French steamer, 1,901, Flandin, 17th June.—Shanghai 13th June, Mails and General—Messageries Maritimes.
DEUTEROS, German steamer, 1,109, W. A. Dins-
ton, 17th June.—Saigon 14th June, Rice and General.—Ed. Schellhuis & Co.
TARTAR, British steamer, 1,567, D. S. Bailey, 17th June.—Manila 14th June, Ballast—
Gibb, Livingston & Co.
HAILOONG, British steamer, 783, F. D. Goddard, 17th June.—Tamsui 12th June, Amoy 14th, and Swatow 16th, General.—D. Laprade & Co.
CLEARANCES AT THE HARBOUR OFFICE.
Este, German steamer, for Haiphong.
Nierstein, German steamer, for Chefoo, &c.
Haiphong, German steamer, for Swatow, &c.
Bentawers, British steamer, for Kobe, &c.
DEPARTURES.

June 16, Vorwaert, German str., for Whampoa.
Indo-China Steam Navigation Company—
Limited—22 per cent. dis., buyers.
Douglas Steamship Company—\$53 per share, sellers and buyers.
China Sugar Refining Company, Limited—\$169 per share, sellers.
Liuon Sugar Refining Company, Limited—\$76 per share, buyers.
Hongkong Ice Company—\$95 per share, sellers.
Hongkong and China Bakers Company, Limited—\$50 per share.
Hongkong Dairv Farm Co., Limited—\$10 per share, sellers.
A. S. Wat on & Co., Limited—\$21 per share, buyers.
Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company—
Limited—\$110 per share, sellers.
The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
Punjab and Sambat Dua Samantan Mining Co.—\$183 per share, sellers.
The Balneario Gold Mining Co., Limited—\$134 per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—\$79 per share, sellers.
Tongkin Coal Mining Co.—\$325 per share, sellers and buyers.
The Hongkong High-Level Tramway Co., Limited—par, buyers.
The East Borneo Planting Co., Limited—\$20 per share, sellers.
H. G. Brown & Co., Ltd.—\$45 per share, sellers.
The Simeul Royal Planting Co., Ltd.—\$20 per share, sellers.
Cruckshank & Co., Ltd.—\$40 per share, nominal.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ltd.—\$50 c. e. cent. dis., sellers.
The Chipa-Borneo Co., Ltd.—\$17 per share, buyers.
The Davel Bay Trading Co., Ltd.—\$8 per share, nominal.
The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.
The Green Island Cement Co. (Old Issue)—\$30 per share, sellers.
The Hongkong Land Investment Co., Ltd.—\$89 per share, buyers.
The Hongkong Electric Light Co., Ltd.—\$53 per share, sellers.
Geo. Fenwick & Co., Limited—\$22 per share, sellers.
The West Point Buildings Co., Ltd.—\$37 per share, sellers.
The Peak Hotel and Trading Co., Ltd.—\$15 per share, sellers.
The Labuk Planting Co., Ltd.—\$17 per share, nominal.
The Laming Planting Co., Ltd.—\$15 per share, sellers.
The Jelbu Mining and Trading Co., Ltd.—\$41 per share, sellers.
The Shamae Tin Mining Co., Ltd.—\$3 per share, sellers.
The Shamae Hotel Co., Ltd.—\$5 per share, nominal.
The Kowloon Land Investment Co., Ltd.—\$18 per share, sellers.
The Trust and Loan Co. of China and Japan—\$124 per share, buyers.
The Hongkong Marina, Limited—par, nominal.

EXCHANGE.

ON LONDON.—Bank, T. T.3/4
Bank Bills, on demand3/4
Bank Bills, at 30 days' sight3/4
Bank Bills, at 4 months' sight3/4
Credits, at 4 months' sight3/4
Documentary Bills, at 4 months' sight3/5

ON PARIS.—Bank, T. T.4/2
Bank Bills, on demand4/2
Bank Bills, at 30 days' sight4/2
Bank Bills, at 4 months' sight4/2
Letters of Credit, at 4 months' sight4/2

ON SWITZERLAND.—Bank, T. T.2/2
Bank, 30 days' sight2/2

MAILED WILL CLIPS.

For Amoy and Straits.—Per *Nanyong* to-
morrow, the 18th instant, at 2.30 P.M.
For Europe, &c., Australia, India *via* Madras.
For *Iravuadu* on Thursday, the 19th instant, at 11.00 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

ASAGAO, Japanese steamer, 1,521, H. Seike, 16th June.—Nagasaki 11th June, Coals.—Mitsui Bishi Colliery.

AVOCHE, British steamer, 1,055, T. Rowin, 13th June.—Nagasaki 7th June, Coals.—A. G. Morris.

BATAVIA, British steamer, 2,553, Williamson, 11th June.—Vancouver 12th May, and Yokohama 4th June, General.—Adamson, Bell & Co.

CHINA, American str., 5,200, W. B. Seabury, 14th June.—San Francisco 21st May, and Yokohama 8th June, Mails and General.—P. M. S. Co.

CLARA, German steamer, 674, Christensen, 15th June.—Haiphong 12th June, General.—Siemens & Co.

DENBIGHSHIRE, British steamer, 1,673, Rickard, 13th June.—Singapore 7th June, General.—Adamson, Bell & Co.

DON JUAN, Spanish steamer, 656, R. Beltran, 3rd May.—Manila 30th April, General.—Brandao & Co.

DORSET, British steamer, 1,716, Daniel, 15th June.—Kuching 10th June, Coal.—Mitsui Bussan Kaisha.

ELSE, German steamer, 747, M. Jebsen, 10th June.—Bangkok 3rd June, Rice, &c., A. R. Mart.

FAME, British steamer, 117, W. W. Allan—
Hongkong Government tender.

FELDRING, British steamer, 1,336, John Ruthen, 8th May.—Saigon 30th April, Rice.—
Russell & Co.

GUTHRIE, British steamer, 1,103, N. Shannon, 11th June.—Sydney 24th May, and Thursday Island 31st, General.—Russell & Co.

GWALIOR, British steamer, 1,602, Francis Cole, 15th June.—Borneo 20th May, and Singa-
pore 9th June, General.—P. & O. S. N. Co.

HALPHON, French steamer, 874, Aubert, 15th June.—Haiphong, &c., Falchoi and Holow, 12th June, General.—Messageries Maritimes.

INGARAH, German steamer, 804, R. Massmann, 16th June.—Saigon 12th June, Rice and Paddy.—Wieler & Co.

IPHIGENIA, German steamer, 1,039, L. Voltmer, 16th June.—Hamburg, *via* Singapore 10th June, General.—Siemens & Co.

HONGKONG—STEAMERS.
Continued.

KONG BENG, British steamer, 862, R. Jones, 16th June.—Bangkok and Holow, 6th June, General.—Yuen Fat Hong.

NAMVONG, British steamer, 984, W. J. Wool-
ridge, 14th June.—Saigon 10th June, Rice and General.—Bun Mob.

NUZAM, British steamer, 1,615, J. F. Jephson, 8th June.—Borneo 23rd May, and Singa-
pore 2nd June, General.—P. & O. S. N. Co.

PHU QUOC, French steamer, 183, Vallin, 28th Sept.—Fouron 20th Sept., Coal.—Wing-
Tal & Co.

PILOT FISH, British steamer, 161, A. Stopani, 17th June.—Hongkong and Whampoa Dock Co.

STRATHENDRICK, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.

STRATFORD, British steamer, 1,514, Clunie, 9th June.—Bangkok and June, Rice.—
Adamson, Bell & Co.